

REMARKS

This Amendment is being filed in response to the Final Office Action mailed February 9, 2007, which has been reviewed and carefully considered. Reconsideration and allowance of the present application in view of the remarks to follow are respectfully requested.

In the Final Office Action, claims 1-4, 10 and 12-20 are rejected under 35 U.S.C. §103(a) as allegedly unpatentable over U.S. Patent No. 6,321,095 (Gavette) in view of U.S. Patent No. 6,356,838 (Paul). Further, claim 5 is rejected under 35 U.S.C. §103(a) as allegedly unpatentable over Gavette in view of Paul and U.S. Patent Application Publication No. 2003/0119532 (Hatch). Claims 6-9 are rejected under 35 U.S.C. §103(a) as allegedly unpatentable over Gavette in view of Paul and U.S. Patent No. 6,763,238 (Okano). Claim 11 is rejected under 35 U.S.C. §103(a) as allegedly unpatentable over Gavette in view of Paul and U.S. Patent No. 6,370,394 (Anttila). It is respectfully submitted that claims 1-20 are patentable over Gavette, Paul, Hatch, Okano and Anttila for at least the following reasons.

Gavette is directed to communication between two mobile stations via a direct RF link, without using a base station, by selecting and assigning slots of a circuit in an RF band. As correctly noted by the Examiner, Gavette does not teach or suggest transmitting any telephone numbers. Paul is cited in an attempt to remedy this deficiency in Gavette.

Paul is directed to a computer-implemented method for determining an efficient transportation route. As shown in FIG 1, one or more data centers are equipped with servers 125, 130 for providing the transportation services of a passenger 170 by a driver of a vehicle 180.

As shown in FIG 2, a user or passenger 170 requests a transportation service from the data center 125, 130. In response, the data center 125, 130 identifies a suitable pickup location and candidate drivers bid or accept to provide the service. As recited on column 4, lines 53-59, if a driver of the vehicle 180 accepts the pickup, the driver of the vehicle 180 then confirms an estimated arrival time, and a confirmation code associated with the transportation transaction (e.g., the user's or passenger's 170 telephone number) may be generated by the data center 125, 130.

As further recited from column 4, line 66 to column 5, line 9, once a driver of the vehicle 180 has accepted (at 235 of FIG 2), a message is transmitted by the data center 125, 130 to the user/passenger 170 confirming pickup location, time, a quoted price and/or the confirmation code for the driver. The passenger 170 is then asked by the data center 125, 130 to confirm that these parameters are acceptable. If so, then the driver of the vehicle 180 is notified of the confirmation. At this stage, the cell phone number of the passenger 170 may be transmitted to the driver of the vehicle 180 by the data center 125, 130 "so that the two [i.e., user 170 and driver] can communicate directly." That is, up till the time where the data center sends the user's phone number to the driver (or vice verse), the user and driver can NOT directly communicate with each other, and only communicate with the data center.

In summary, it is the data center that transmits the phone number of the user (or the driver) to the driver (or the user).

In stark contrast, the present invention as recited in independent claim 1, and similarly recited in independent claim 19, amongst other patentable features, requires (illustrative emphasis

provided):

sending a request signal from a first mobile telephone to a second mobile telephone via a wireless communication, and

transmitting by the second mobile telephone a telephone number of the second mobile telephone to the first mobile telephone in response to the request signal.

There is simply no teaching or suggestion in Gavette, Paul, alone or in combination, of transmitting the phone number of a second mobile telephone by the second mobile telephone to a first mobile telephone in response to a request from the very same first mobile telephone to the second mobile telephone.

Further, a receiver configured to receive a request from a further mobile telephone for a telephone number of the mobile telephone; and a transmitter of the very same mobile telephone being configured to transmit the telephone number of the very same mobile telephone that received the request to the further mobile telephone that itself requested the phone number, as recited in independent claim 19, are nowhere taught or suggested in Gavette, Paul, and combination thereof.

Rather, Paul merely teaches that a passenger's cell phone number is sent to the driver by the data center, not by the


passenger, since at this stage neither the passenger 170 nor the driver of the vehicle 180 know how to get in touch with each other yet, and only communicate with the data center 125, 130. Further, any requests are not communicated between passenger's and driver's cell phones, but rather requests are communicated to the data center.

Hatch, Okano and Anttila are cited in rejecting dependent claims to allegedly show other features and do not remedy the deficiencies in Gavette and Novakov. Accordingly, it is respectfully submitted that independent claims 1 and 19 should be allowable. In additions, claims 2-18 and 20 should be allowable at least based on their dependence from independent claims 1 and 19.

In addition, Applicant denies any statement, position or averment of the Examiner that is not specifically addressed by the foregoing argument and response. Any rejections and/or points of argument not addressed would appear to be moot in view of the presented remarks. However, the Applicant reserves the right to submit further arguments in support of the above stated position, should that become necessary. No arguments are waived and none of the Examiner's statements are conceded.

In view of the above, it is respectfully submitted that the present application is in condition for allowance, and a Notice of Allowance is earnestly solicited.

Respectfully submitted,

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